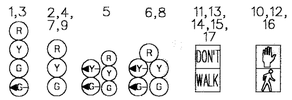
MD 190 IS ASSUMED TO RUN
IN A EAST / WEST DIRECTION

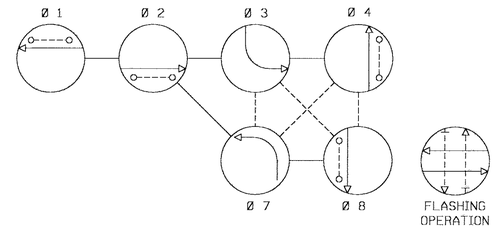
SIGNALS

1,3 | 2,4, 7,9 | 5 | 6,8 | 11,13, 14,15, 17 | 10,12, 16



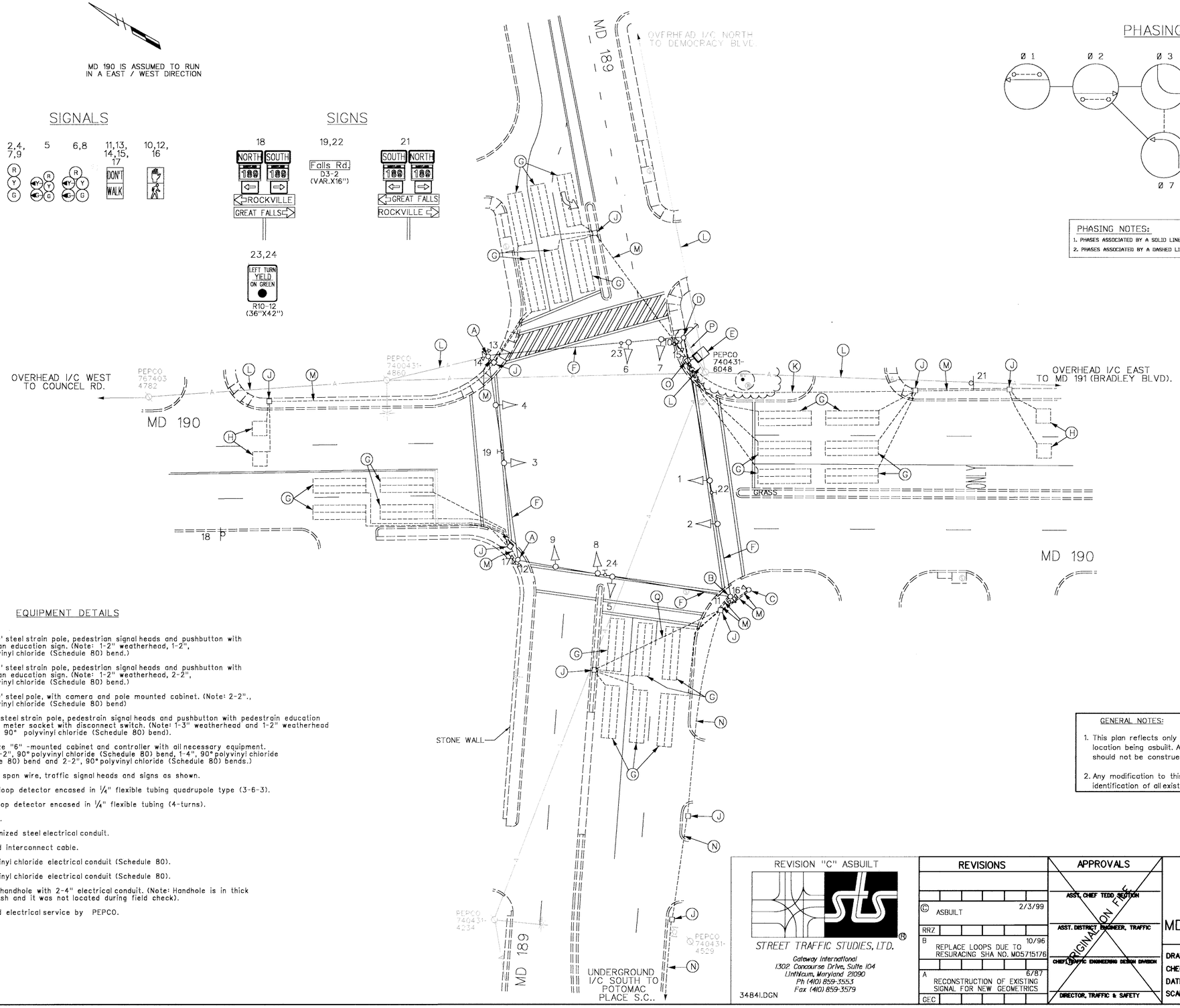
SIGNS

PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.



EQUIPMENT DETAILS

A. 12" x 30' steel strain pole, pedestrian signal heads and pushbutton with pedestrian education sign. (Note: 1-2" weatherhead, 1-2", 90° polyvinyl chloride (Schedule 80) bend.)

B. 12" x 30' steel strain pole, pedestrian signal heads and pushbutton with pedestrian education sign. (Note: 1-2" weatherhead, 2-2", 90° polyvinyl chloride (Schedule 80) bend.)

C. 12" x 40' steel pole, with camera and pole mounted cabinet. (Note: 2-2"., 90° polyvinyl chloride (Schedule 80) bend)

D. 12"x30" steel strain pole, pedestrain signal heads and pushbutton with pedestrain education sign and meter socket with disconnect switch. (Note: 1-3" weatherhead and 1-2" weatherhead and 1-3" 90° polyvinyl chloride (Schedule 80) bend).

E. NEMA size "6" -mounted cabinet and controller with all necessary equipment. (Note: 1-2", 90° polyvinyl chloride (Schedule 80) bend, 1-4", 90° polyvinyl chloride (Schedule 80) bend and 2-2", 90° polyvinyl chloride (Schedule 80) bends.)

F. ⅜" steel span wire, traffic signal heads and signs as shown.

G. 6' x 22' loop detector encased in ¼" flexible tubing quadrupole type (3-6-3).

H. 6' x 6' loop detector encased in ¼" flexible tubing (4-turns).

J. Handhole.

K. 2" galvanized steel electrical conduit.

L. Overhead interconnect cable.

M. 2" polyvinyl chloride electrical conduit (Schedule 80).

N. 3" polyvinyl chloride electrical conduit (Schedule 80).

O. Existing handhole with 2-4" electrical conduit. (Note: Handhole is in thick briar brush and it was not located during field check).

P. Overhead electrical service by PEPCO.

GENERAL NOTES:

1. This plan reflects only those utilities that were apparent at the time of this location being asbuilt. A detailed review was not undertaken and this plan should not be construed as representing all utilities in the area.
2. Any modification to this subject signal should be preceeded by a thorough identification of all existing utilities.

REVISION "C" ASBUILT

STREET TRAFFIC STUDIES, LTD.
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1302 Concourse Drive, Suite 104
Linthicum, Maryland 21090
Ph (410) 859-3553
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REVISIONS		
©	ASBUILT	2/3/99
RRZ		
B	REPLACE LOOPS DUE TO RESURACING SHA NO. MO5715176	10/96
A	RECONSTRUCTION OF EXISTING SIGNAL FOR NEW GEOMETRICS	6/87
GEC		

APPROVALS

ASST. CHIEF TEDD SECTION

ASST. DISTRICT ENGINEER, TRAFFIC

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

MD 190 (RIVER ROAD) AT MD 189 (FALLS ROAD)

DRAWN BY: G. COOK
CHECK BY:
DATE: 10-17-84
SCALE: 1"=20'

COUNTY: MONTGOMERY
LOG MILE: 15018901.97
F.A.P. NO.
S.H.A. NO.

TS NO. TS-2022C
T.I.M.S. NO.

SHEET NO. ____ OF ____